

THE TOKEN HUNTER

January 2000

Vol. 20 No. 1

The Official Publication Of
The National Utah Token Society
(N.U.T.S.)

DEDICATED TO THE COLLECTING, RECORDING, AND PRESERVING
OF UTAH'S HISTORICAL MEDALS, TOKENS, COINS, AND BOTTLES

OFFICERS	NEXT MEETING	PROGRAM
PRESIDENT: REX LANG VICE PRESIDENT: DOYLE MCLAIN TREAS/SEC: LINDA BRERETON EDITOR: JOHNNY GALLEGOS	964-1541 568-0908 882-6256	
WAGON MASTERS: ERIC HUBBARD RICH STROEBEL DAVE ROWELL BRENT MONTGOMERY	882-0207 882-0532 446-8360 265-2171	Thursday, January 27 W.V.C Fitness Center 5414 W. 3100 S 2nd Floor 7:00 p.m.
MEDALS CHAIRMEN: BILL BROWN BRUCE DUGGART	561-5487	GUEST SPEAKER: CHUCK LARSEN THE HISTORY AND MINTING OF MORMON GOLD COINAGE 

PRIZESPRIZES***PRIZES***PRIZES***

Promptness Prize —1927 S Walker
Grand Prize —1992 1/10 Oz. Gold Eagle

Fillmor Social Club	GF 5¢ in-trade	Fillmore, Utah
S & C	GF 5¢ in-trade	Park City, Utah
Sam's Place	GF 5¢ in-trade	
Three Aces	GF 5¢ in-trade	
Hyatt Dairy	GF 1 Gal. Milk	Parawan, Utah
1916 D Barber Quarter	10x Loop	1907 S Barber Half
1882 0 Silver Dol	1945 Walker	1909 Barber Half
1941 Walker	22" Long Handle Trowel	1887 0 Silver Dollar



THE PRESIDENT'S MESSAGE



BY REX LANG

JANUARY 2000

Hello,

Well it looks like we made it into the New Year without any Y2K problems.

First I would like to say what a great Christmas dinner we had and congrats go out to Marvin Graves who won the new Whites XLT detector.

It's time to start thinking about Spring, I know I am. We have a lot of great things planned for the New Year. There should be some great spots to hunt. Remember we will start the Find Of The Month in February with the new system. We will be having a great meeting this month. I hope to see you all there!

Thanks,
Rex Lang

EDITOR'S CORNER



BY
JOHNNY GALLEGOS
jag@trilobyte.net

I would like to thank all the members of the N.U.T.S. club for giving me the opportunity to be your Editor again this year.

Now some business to take care of, if you would like to advertise in the club newsletter please contact Linda Brereton Secretary/treasurer and/or contact me so I can get your ad in the next club newsletter. The cost of the ad is \$2.00 per issue.

The deadline for submissions to the club newsletter will be two weeks before the monthly club meeting. If you have any suggestions on the content of the club newsletter let me know, I want our club newsletter to reflect the dedication and passion we all have for our hobby.

I have had a good response to the club website, I am trying to get more articles and I would like to put pictures of the winning items for the month and if the winners are willing to take bids on their finds. Come and visit, www.welcome.to/nutsclub

Johnny

WAGON MASTERS REPORT

By Rich Strobel, Brent Montgomery, Dave Rowell and Eric Hubbard

1999 TREASURE HUNTER OF THE YEAR



DAVE KYTE
1/10 Oz Platinum



2ND PLACE	DON BAKE - 1/10 OZ GOLD
3RD PLACE	RICH STROEBEL - 1874 SEATED HALF

The new and improved Treasure Hunter of the Month contest rules will be on the next newsletter so keep finding those goodies to win goodies. You will be able to use items from after the November meeting on. We urge everyone to enter. It makes it much more exciting to see all of the great things that you all have found. Monthly prizes will be published in the newsletter. Good Luck!!!

Thanks again,
Wagon Masters



TIPS AND TRICKS

It is always fun to help those in need, if you have a tip you would like to submit please contact the N.V.T.S Editor.

XLT CUSTOM PROGRAMS

Open the factory "coin" program and under the basic adjustments menu, raise the A (motion) sensitivity to 69. You'll find in almost all soil conditions, you can detect at this level and maintain detector stability. Under the basic adjustment menu, lower the threshold adjustment to 15. Always use headphones when detecting, you can hear the background threshold sound very well at this level and detect with the lowest possible threshold sound. This helps to avoid masking out deep, faint signals. Under the pro options menu in the audio selections, turn on VCO pinpoint. This feature is a great help when pinpointing because the closer the center of the coil comes to the target, the higher the audio frequency response of the detector. Under the pro options menu in the display selections, raise the V.D.I. (meter) sensitivity to 84 to I.D. targets slightly deeper than the factory setting. Under the pro options menu, in the signal (transmit, receive) selections, raise the preamp gain to 5. This improves detection depth while still allowing you to maintain the detector's overall level of stability.

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WHO MY WE THANK FOR REFERRING YOU TO THE NUTS CLUB? _____

Meetings Held At:

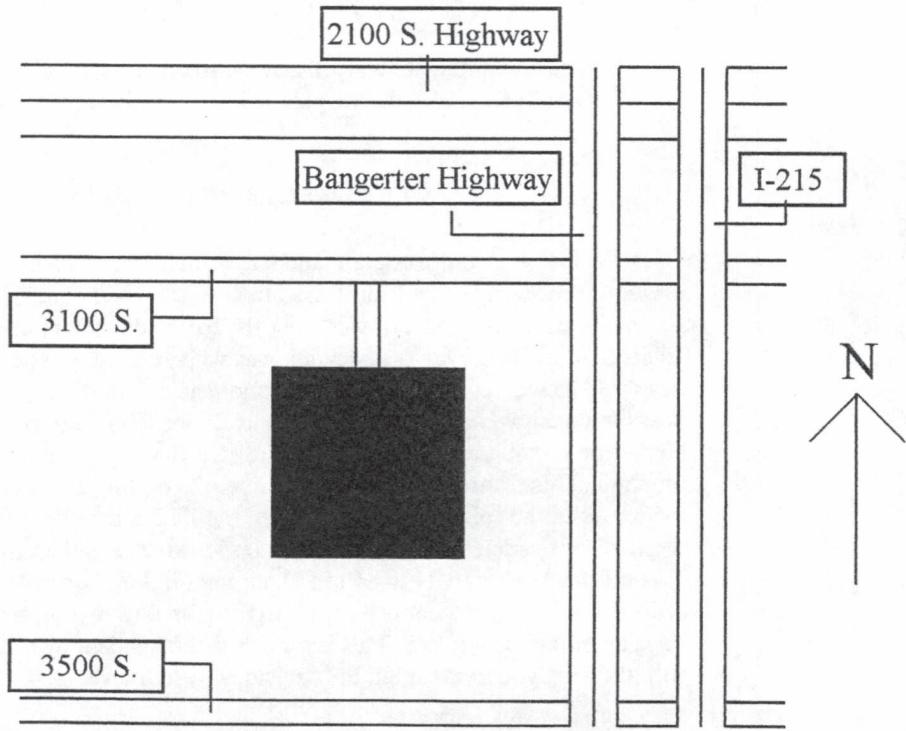
Family Fitness Center

5415 W. 3100 S.

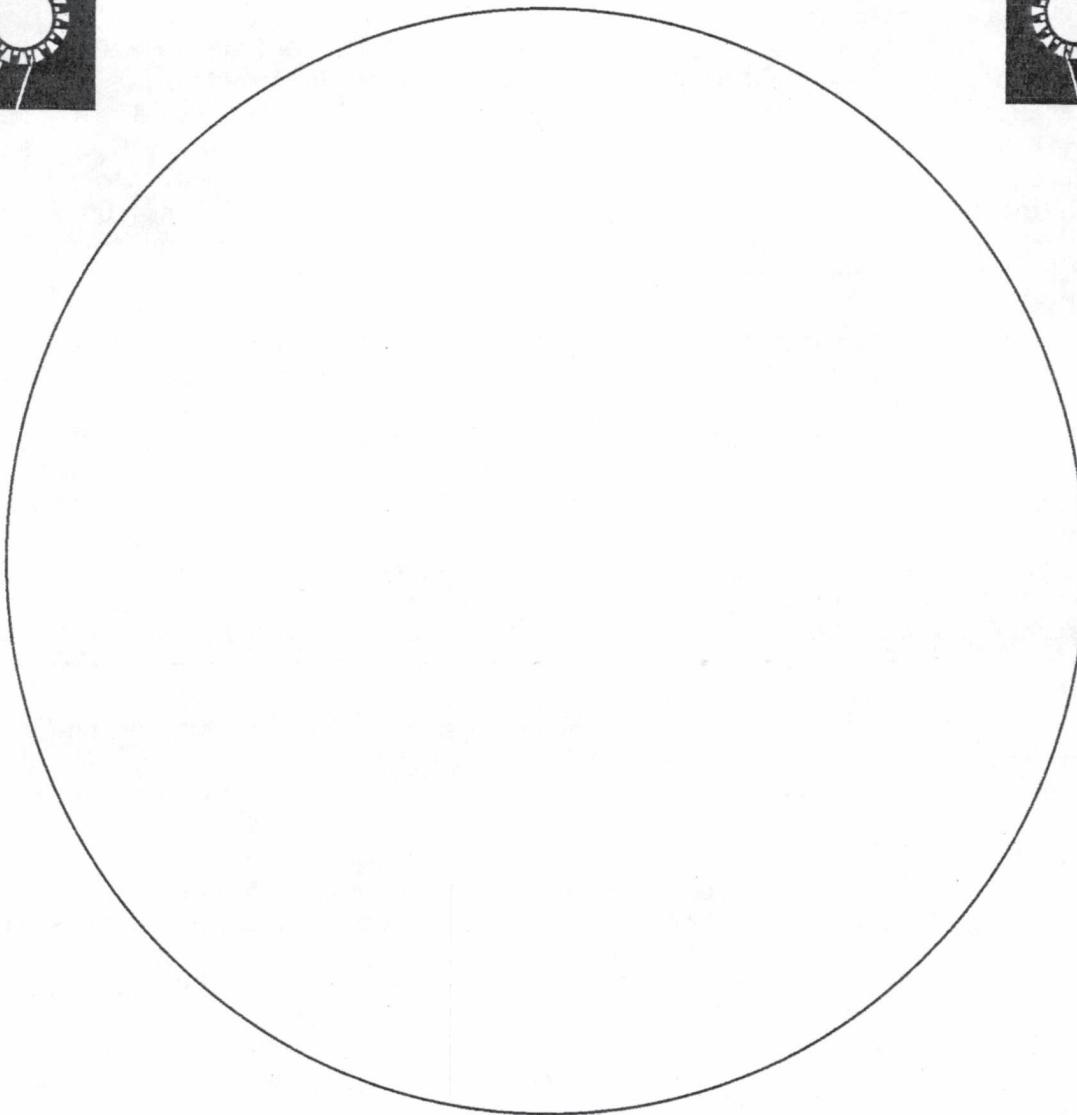
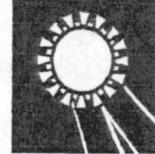
West Valley City, Utah

2nd Floor

Unless otherwise specified, meetings
are held on the fourth Thursday of
every month at 7:00 p.m.



NUTS MEDAL DESIGN



NUTS members it is time to submit your designs for the 2000 club medal. There is no specific theme required for the medal . Photographs may be used for a design as well as artwork. If a photo is used it needs to be sharp and clear with distinct lines. For example pictures of buildings work well. Remember permission must be obtained to use copy written material.

NAME: _____
DAYTIME PHONE #: _____
EVENING PHONE #: _____

= TROLLEY TRANSPORTATION IN SALT LAKE CITY: 1872-1945 =
By Roy D. Nulph

It was the famous Mormon leader, Brigham Young, who offered a solution to Salt Lake City's mass transportation problem 107 years ago. Ever cognizant of the needs of a growing pioneer settlement he formed the Salt Lake City Railroad Company and, on July 2, 1872, the first mule-drawn streetcars appeared on the streets. The mules were imported from Missouri and, as mules go, they were not entirely dependable, often sitting a spell when the mood required. But this was the newest means of transportation in town, and after all the fare was only five cents.

An old timer said, "Schedule time in those days was kept by the streetcars as correctly as a time piece would without the hands."

Then in 1889 the first electric trolley car replaced the donkey-drawn streetcars, which delighted seasoned patrons. The trolleys were an immediate success. Several companies were by now competing for customers and prime routes. There was the Salt Lake Railway Co., the East Bench Street Ry., the Popperton Place, Salt Lake Rapid Transit, and the Fort Douglas Rapid Transit. They later merged into two major companies: the Salt Lake Railway Co. and the Salt Lake Rapid Transit Co. The bitter fighting between these two operations still adds a touch of humor to Utah's transportation history. On one occasion men from the Rapid Transit were laying tracks for their line, while 150 men from the Salt Lake Railway were busy tearing them up, following at a considerable distance for safety purposes. This rivalry continued for more than ten years until both companies merged in 1904 to become Utah Light and Railway Company.

Another page of exciting history was added when E.H. Harriman, the railroad magnate and father of Governor Averell Harriman purchased a controlling interest in the company and began to pour millions of dollars into transforming it into the finest streetcar system in the nation. Harriman's first action was to select a permanent site for the operations. After securing a ten-acre tract of land that had served as the official Utah Territorial Fairgrounds, construction of carbarns and maintenance shops began in 1908. He also added 50 new cars of the latest and best construction. An account published at that time offers a description of these: "Some of the larger and handsome cars have arrived and it is needless to state that for space and capacity, like those of the past, they will be found to always have 'room for one more.'"

Harriman also provided the very latest in housing facilities. The mammoth car barn with its unique mission style architecture had a capacity for 144 double-truck cars. It was 320 feet wide and 420 feet long and was divided into four bays (a fifth bay was later added). Inside the car barn tracks were laid on concrete pit bases with depressed troughs to collect any moisture brought in by the trolleys each night. The pits were illuminated so cars could be inspected around the clock as needed. The ceilings were approximately 33 feet high with 208 skylights to provide as much natural light as possible. To reduce fire risks each bay was separated at midpoint by a huge steel rolling door, and sprinkler lines were installed directly above and along the sides of each track. As another fire prevention measure a 97-foot high water tower was constructed to hold 50,000 gallons of reserve water. Several repair and maintenance shops were also constructed. Harriman was adamant that the company be as self sufficient as possible due to its distance from railway supply manufacturers. For this reason if a part was needed and could not be immediately supplied from materials stocked it was produced in the company's blacksmith shop. In the paint and carpenter shops the trolleys received a coat of varnish every 18 months while a coat of enamel paint was applied every three years.

In 1914 the Utah Light & Traction Co. (ULATCO) took over all trolley lines. In that year more than 38,000,000 passengers rode the streetcars and interurbans to the north and south, and it appeared that Harriman's goal had been achieved. The Salt Lake operation was considered one of the finest streetcar systems in the nation.

At that time the street railway system in Salt Lake City consisted of 192 pieces of passenger rolling stock. The cars were then all the PAYE (Pay As You Enter) type, this model having been introduced in 1913.

Meanwhile the horseless carriage was seen clattering across the intersections, frightening the horses and onlookers alike. A few years later, however, after con-

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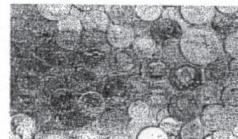


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